2004

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

93

Warren County Town of Front Royal

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route
Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

US Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

Virginia State Route

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QV
	From:		n County Line		1	2Axle	3+Axle	1 I rail	21 rail		Factor		Factor		
11)	Warren County		100 G	93%	0%	1%	3%	3%	0%	С	0.088	F	0.599	4100	G
\downarrow	То:	Frederick	County Line												
_	From:	Rappahanno	ck County Line												
(48) Skyline Drive	Warren County (Maint: US)	1.69 2 0	000 M	94%	0%	1%	2%	3%	0%	F	NA			5400	G
<u> </u>	Ta: From:	Rappahanno	ck County Line		}—										
48) Skyline Drive	Warren County (Maint: US)		000 M	94%	0%	1%	2%	3%	0%	F	NA			5400	G
<u> </u>	Tor	US 340; 1	Front Royal												
	From:		n County Line												
55)	Warren County	4.91 3 7	700 N	96%	0%	1%	1%	1%	0%	N	0.094	N	0.582	3700	Ν
	To- From:		3-626		}—										
55	Warren County	2.30 7 9	900 F	97%	1%	1%	1%	1%	0%	С	0.091	F	0.617	8200	F
	Ta: From:	WCL F	ront Royal]										
55) Strasburg Rd	Town of Front Royal		500 G	94%	1%	2%	2%	1%	0%	С	0.095	F	0.615	9200	G
<u> </u>	To:		40; 522												
55) (522) (340) Shenandoah Ave	Warren County		8 522 8 000 N	96%	J 0%	1%	1%	1%	0%	N	0.083	N	0.505	28000	١
55) (522) (340) Shenandoah Ave	Waiter County			30 /6	7	1 /0	1 /0	1 /0	076	14	0.003	14	0.505	20000	
Chanandagh Ava	Tourn of Front Dougl		ont Royal 8000 G	060/	0%	10/	10/	1%	00/	F	0.002	F	0.505	20000	_
55 522 340 Shenandoah Ave	Town of Front Royal		4 ST	96%	0% 1	1%	1%	170	0%	Г	0.083	Г	0.505	28000	G
	From·		doah Ave												
55) (522) (340) 14th Street	Town of Front Royal	0.24 23	3000 G	96%	0%	1%	1%	1%	0%	F	0.080	F	0.526	23000	G
	To:		Royal Ave												
North David Ava	From:		TH ST	000/		40/	40/	40/	00/	_	0.000	_	0.507	25000	
55 522 340 North Royal Ave	Town of Front Royal		G G 2,SR 340	96%	0% 1	1%	1%	1%	0%	С	0.080	F	0.527	25000	G
	From:		& RT 340												
55) (340) North Royal Ave	Town of Front Royal	0.25 13	000 G	97%	0%	1%	1%	1%	0%	F	0.078	F	0.542	14000	G
	To:	- 6t	th St		1										
55) (340) North Royal Ave	Town of Front Royal		6000 F	97%	0%	1%	1%	1%	0%	С	0.084	F	0.519	18000	F
	To:	F M	Iain St		1										
55) 340 South Royal Ave	Town of Front Royal		000 G	97%	0%	1%	1%	1%	0%	С	0.077	F	0.514	16000	G
33) (340)	Tec		S 340		7										
55) South St	Town of Front Royal		1000 G	94%	1%	3%	1%	1%	0%	С	0.083	F	0.572	15000	(
55) 60411 61	- Town of Front Royal			3 470	7	070	170	170	070	Ü	0.000	•	0.072	10000	
55 John Marshall Hwy	Town of Front Royal		5 522 8 000 G	95%	0%	2%	1%	1%	0%	С	0.095	F	0.667	14000	G
55 John Marshall Hwy	Town of Front Royal			95 /6	0 /6	2/0	1 /0	1 /0	076	C	0.093		0.007	14000	
	To: From:		ront Royal	0701	J	401	001	407	001		0.000	_	0.670	40000	
55)	Warren County	2.98 12	2000 F	97%	0%	1%	0%	1%	0%	С	0.089	F	0.678	13000	F
_	To: From:		R 79]—										
55 <i>)</i>	Warren County		800 G	97%	0%	1%	0%	1%	0%	F	0.095	F	0.574	3900	G
\sim	To-	Fauquier	County Line												

Virginia Department of Transportation Mobility Management Division

2004 Annual Average Daily Traffic Volume Estimates By Section of Route Warren Maintenance Area

		vvaiicii	ivian itoria	IIICC AIC												
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East	AN Frit 200 to 1 00 F at Frit 4	From:	I-81 N		700/	40/	40/	40/	400/	40/	_	0.000	_		6000	_
66 Ramp From I-8	1 N Exit 300 to I-66 E at Exit 1 Warren County	0.25	6700	F	79%	1%	1%	1%	18%	1%	-	0.068	F	0.04	6200	F
	Combined Traffic Estimates for 2 Parallel Road	tways on this Route:	15000 I-66 E	F	80%	_ 1% ¬	1%	1%	18%	1%	F	0.074	F	0.64	14000	F
East		From:	I-81													
East 66	Warren County	6.36	14000	F	79%	1%	1%	1%	18%	1%	F	0.065	F		13000	F
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	27000	F	80%	1%	1%	1%	18%	1%	F	0.074	F	0.573	25000	F
Foot		From: US	S 340; US 5	522		}—										
East 66	Warren County	6.49	14000	В	79%	_ 1%	1%	1%	18%	1%	С	0.12	Α		13000	В
99	Combined Traffic Estimates for 2 Parallel Road			В	80%	1%	1%	1%	18%	1%	С	0.102	Α	0.542	26000	В
		т.	SR 79			¬	.,,			.,,						
East 66	Warren County	1.56	19000	F	79%	- 1%	1%	1%	18%	1%	_	0.106	F		17000	F
66)	Combined Traffic Estimates for 2 Parallel Road			F	80%	1%	1%	1%	18%	1%	-	NA	-		34000	F
	Combined Hamic Estimates for 2 Faraller Road		uier County		00%	7	170	1 70	1070	1 70	г	INA			34000	Г
Vest		From:	I-81 S													
	W Exit 1 to I-81 S at Exit 300 Frederick County (Maint:	93) 0.42	8100	F	80%	1%	1%	1%	17%	1%	F	0.090	F		7500	F
	Combined Traffic Estimates for 2 Parallel Road	,	15000	F	80%	1%	1%	1%	18%	1%	F	0.074	F	0.64	14000	F
			ren County	Line												
Vest	w o .	From:	I-81		000/		40/	407	470/	407	_	0.007	_		40000	_
66	Warren County	6.62	13000	F	80%	1%	1%	1%	17%	1%	F -	0.087	F -		12000	F
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	27000	F	80%	1%	1%	1%	18%	1%	F	0.074	F	0.573	25000	F
Vest		From: US	S 340; US 5	522		_										
66)	Warren County	6.55	14000	В	80%	1%	1%	1%	17%	1%	С	0.118	Α		13000	В
\bigcirc	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	28000	В	80%	1%	1%	1%	18%	1%	С	0.102	Α	0.542	26000	В
M 4		To: From:	SR 79			1—										
Vest 66	Warren County	1.20	18000	F	80%	_ 1%	1%	1%	17%	1%	F	0.103	F		16000	F
00)	Combined Traffic Estimates for 2 Parallel Road			F	80%	1%	1%	1%	18%	1%	F	NA	•		34000	F
	Combined Traine Estimates for 2 Faranoi Road		uier County		0070] ```	1,0	170	1070	170	•	10.			0.000	•
		From: SR 5	5 West of L	inden												
79	Warren County	0.23	12000	G	98%	0%	1%	0%	1%	0%	С	0.089	F	0.922	12000	G
9		To:	I-66													
orth			ndoah Coun	ity Line												
81)	Warren County (Maint: 3	34) 1.29	25000	G	73%	1%	1%	1%	23%	2%	F	0.059	F		25000	G
	Combined Traffic Estimates for 2 Parallel Road	,		G	74%	1%	1%	1%	22%	2%	F	NA			48000	G
		· · · · · · · · · · · · · · · · · · ·	ederick Cou	ınty Line	: 	1										
outh			ndoah Coun													
81	Warren County (Maint: 3	•	23000	G	75%	1%	1%	1%	21%	2%	F	0.082	F		23000	G
~	Combined Traffic Estimates for 2 Parallel Road	· ·		G	74%	1%	1%	1%	22%	2%	F	NA			48000	G
		To: Frede	erick County	y Line												

Virginia Department of Transportation Mobility Management Division

2004 Annual Average Daily Traffic Volume Estimates By Section of Route Warren Maintenance Area

		vvaileii	Maintenar	IICE AIG	-a							17		D:		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	0.4.4.	Tru		OT:I	QC	K	QK	Dir	AAWDT	QV
	From:	Do	ge County Li			1	ZAXIE	3+Axle	11 rail	21 raii		Factor		Factor		
240	Warren County	2.46	4500	G	95%	」 0%	1%	1%	2%	0%	С	0.089	F	0.751	4500	G
340)	Waller County	2.40			3070	7	170	1 70	270	070	Ü	0.000	•	0.701	4000	
0.40	Warren County	5.30	N 93-613 5300	G	95%	1%	2%	1%	1%	0%	С	0.099	F	0.745	5400	G
340)	waiter county	5.50			9370	7	270	1 /0	1 /0	076	C	0.033	'	0.745	3400	0
	Warren County	2.78	93-607 7500	F	94%	1%	1%	2%	2%	0%	С	0.087	F	0.69	7800	F
340)	waiter County	2.70		Г	94 /0	1 /0	1 /0	2/0	2/0	076	C	0.007	-	0.09	7000	
	To: From:	2.00	93-619		050/		40/	40/	00/	201		0.005	_	0.00	45000	
340)	Warren County	0.83	15000	G	95%	0%	1%	1%	2%	0%	F	0.085	F	0.69	15000	G
	To- From:		CL Front Roy	_												
South Royal Ave	Town of Front Royal	0.31	14000	G	95%	0%	1%	1%	2%	0%	F	0.077	F	0.63	15000	C
	To- From:	S	R 55 South S	St												
340 55 South Royal Ave	Town of Front Royal	0.40	15000	G	97%	0%	1%	1%	1%	0%	С	0.077	F	0.514	16000	C
\sim \sim	To		E Main St			T										
340 55 North Royal Ave	Town of Front Royal	0.57	16000	F	97%	0%	1%	1%	1%	0%	С	0.084	F	0.519	18000	F
\sim	To		6th St			1										
340 (55) North Royal Ave	Town of Front Royal	0.25	13000	G	97%	0%	1%	1%	1%	0%	F	0.078	F	0.542	14000	(
3,40) (60)	Tar		JS 522, 8th S	2+												
340 (522 55) North Royal Ave	Town of Front Royal	0.35	25000	G G	96%	0%	1%	1%	1%	0%	С	0.080	F	0.527	25000	(
340 (322) (33) 110111111011111	To:	0.00	14th St		0070	٦	. , 0	.,0	.,,	0,0		0.000	•	0.02.		
~~~ ~~ <u>~</u>	From:	No	orth Royal A													
340 (522) (55) 14th Street	Town of Front Royal	0.24	23000	G	96%	0%	1%	1%	1%	0%	F	0.080	F	0.526	23000	C
<del>~~~</del>	To: From:	Sł	nenandoah A 14th St	ve												
340 (522 55) Shenandoah Ave	Town of Front Royal	0.34	28000	G	96%	<b>」</b> 0%	1%	1%	1%	0%	F	0.083	F	0.505	28000	
340 (322) (33) Sheriandsan ite						7	. , 0	.,0	.,,	0,0	•	0.000	•	0.000		
340 (522) 55 Shenandoah Ave	Warren County	0.45	L Front Roy. <b>28000</b>	nal N	96%	0%	1%	1%	1%	0%	N	0.083	N	0.505	28000	١
340 522 55 Shenandoah Ave	Waiter County				30 70	7 0 70	1 /0	1 /0	1 /0	076	14	0.003	IN	0.505	20000	
Change deel Ave	From:		SR 55 West		050/	40/	40/	40/	20/	00/		0.000	F	0.540	20000	
Shenandoah Ave	Warren County	0.22	25000	G	95%	1%	1%	1%	2%	0%	F	0.082	г	0.542	26000	(
~~~	To- From:		NCL Front R	_		$\bot$										_
340 }(522 }	Warren County	0.83	25000	F	95%	1%	1%	1%	2%	0%	С	0.087	F	0.553	26000	F
~ ~	10: From:	Functi	I-66 onal Class C	`hanœ												
340 (522)	Warren County	1.22	22000	G	85%	1%	1%	1%	12%	0%	С	0.079	F	0.532	22000	(
740)(322)	Ted		627 Reliance			7										
040 (500)	From: L_ Warren County	2.81	19000	G	83%	1%	2%	2%	13%	0%	С	0.082	F	0.509	20000	(
340 (522)	wanen odany	2.01			0070	¬ '/º	270	270	10 /0	070	Ü	0.002	•	0.000	20000	•
	Warren County	0.30	93-802 18000	G	84%	1%	1%	1%	13%	0%	С	0.083	F	0.528	19000	
340)(522)	warren County		erick County		0470	170	170	I 70	1370	U-70	C	0.063	Г	0.028	19000	G
	From:		ren County I			1										
340 (522) Front Royal Pike	Frederick County (Maint: 93)	0.53	18000	G	84%	1%	1%	1%	13%	0%	С	0.083	F	0.528	19000	C
	To:	Wai	ren County I	Line												

Virginia Department of Transportation Mobility Management Division

2004 Annual Average Daily Traffic Volume Estimates By Section of Route Warren Maintenance Area

Davids	1	1. 0	AADT -	A 47"			Tr	uck			K	017	Dir	A A)A/D=	0147
Route	Jurisdiction	Length			Bus			1Trail		QC	Factor	QK	Factor	AAWDT	QW
Front Poyal Pile	From:	Freder 0.39	rick County Line		10/	40/	40/	120/	00/	_	0.000	_	0.500	10000	0
340 522 Front Royal Pike	Warren County		rick County Line		1% □	1%	1%	13%	0%	С	0.083	Г	0.528	19000	G
~~~	From:		en County Line												
(340) (522) Front Royal Pike	Frederick County (Maint: 93)		18000	84%	1%	1%	1%	13%	0%	С	0.083	F	0.528	19000	G
	To: From:		en County Line rick County Line	:											
(340)(522) Front Royal Pike	Warren County	0.16	18000 0		1%	1%	1%	13%	0%	С	0.083	F	0.528	19000	G
	To		ke County Line												
(340) 522 Front Royal Pike	Clarke County (Maint: 93)	1.79	en County Line	84%	<b>」</b> 1%	1%	1%	13%	0%	С	0.083	F	0.528	19000	G
340 522 Front Royal Pike	To:		Double Toll Ga		7 ' "	1 /0	1 70	10 /0	070	O	0.003	•	0.020	13000	J
	From:	Rappaha	nnock County L	ine											
522	Warren County	3.77	8400		0%	1%	0%	1%	0%	С	0.087	F	0.569	8500	G
	To- From:	SCI	L Front Royal		<b>—</b>										
(522) Chester Gap Rd	Town of Front Royal	0.60	8300 F	96%	1%	1%	1%	1%	0%	С	0.090	F	0.538	8600	F
<u> </u>	To- From:		Criser Rd												
(522) Chester Gap Rd	Town of Front Royal	0.35	11000	96%	1%	1%	1%	1%	0%	F	0.094	F	0.627	11000	G
~~~	From		2 55 South St												
522 Commerce Ave	Town of Front Royal	0.47	17000 F	96%	1%	1%	1%	1%	0%	С	0.091	F	0.528	18000	F
~~~	From	0.74	Main St	050/		00/	40/	407	201		0.004		0.514	45000	
522 Commerce Ave	Town of Front Royal	0.74	15000 F	95%	1% 	2%	1%	1%	0%	С	0.094	F	0.514	15000	F
	Towns of Front Dovel		ppy Creek Rd	050/	40/	20/	40/	40/	00/	F	0.004		0.505	4.4000	
Commerce Ave	Town of Front Royal	0.35	14000 C		1% □	2%	1%	1%	0%	Г	0.084	F	0.505	14000	G
	From:		mmerce Ave												
(522)(340) (55) North Royal Ave	Town of Front Royal	0.35	25000	96%	0%	1%	1%	1%	0%	С	0.080	F	0.527	25000	G
	To- From:	Nor	14th St rth Royal Ave												
(522)(340) (55) 14th Street	Town of Front Royal	0.24	23000	96%	0%	1%	1%	1%	0%	F	0.080	F	0.526	23000	G
	To	She	enandoah Ave												
522 (340) 55 Shenandoah Ave	Town of Front Royal	0.34	14th St	96%	<b>」</b> 0%	1%	1%	1%	0%	F	0.083	F	0.505	28000	G
522 340 55 Shenandoah Ave	Town of Front Royal			3070	7	1 /0	1 70	170	070	•	0.003	•	0.505	20000	J
(522)(340) (55) Shenandoah Ave	Warren County	0.45	L Front Royal <b>28000</b> N	96%	0%	1%	1%	1%	0%	N	0.083	N	0.505	28000	N
(322)(340) (33) (33)	Tai			. 0070	¬	.,,	.,0	.,0	0,0		0.000		0.000		•••
(522) (340) Shenandoah Ave	Warren County	0.22	SR 55 West <b>25000 G</b>	95%	1%	1%	1%	2%	0%	F	0.082	F	0.542	26000	G
022)(070)	Ta		ICL Front Royal												
(522)(340)	Warren County	0.83	25000 F		1%	1%	1%	2%	0%	С	0.087	F	0.553	26000	F
<u></u>	To		I-66												
(522)(340)	From: L Warren County	1.28	22000	85%	1%	1%	1%	12%	0%	С	0.079	F	0.532	22000	G
<u></u>	To:	93-62	27 Reliance Rd												

Route	Jurisdiction	Length	AADT	QA	4Tire	Rue		Tru	ck		QC	K	QK	Dir	AAWDT	ΟW
Noute	Julisalction	Lengui	אאר	чA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
	From:	93-6	527 Reliance	e Rd												
(522)(340)	Warren County	2.81	19000	G	83%	1%	2%	2%	13%	0%	С	0.082	F	0.509	20000	G
<u> </u>	To:		93-802			<b>T</b>										
522 (340)	Warren County	0.30	18000	G	84%	1%	1%	1%	13%	0%	С	0.083	F	0.528	19000	G
	То:	Frede	rick County	/ Line												
~~~	From:	War	ren County	Line												
522 340 Front Royal Pike	Frederick County (Maint: 93)	0.53	18000	G	84%	1%	1%	1%	13%	0%	С	0.083	F	0.528	19000	G
	То:	War	ren County	Line												
	From:	Frede	rick County	/ Line												
522 340 Front Royal Pike	Warren County	0.39	18000	G	84%	1%	1%	1%	13%	0%	С	0.083	F	0.528	19000	G
	To:	Frede	rick County	/ Line												
	From:	War	ren County	Line												
522 340 Front Royal Pike	Frederick County (Maint: 93)	0.30	18000	G	84%	1%	1%	1%	13%	0%	С	0.083	F	0.528	19000	G
	To:	War	ren County	Line												
	From:	Frede	rick County	/ Line												
522 340 Front Royal Pike	Warren County	0.16	18000	G	84%	1%	1%	1%	13%	0%	С	0.083	F	0.528	19000	G
	To:	Clar	ke County	Line												
	From:	War	ren County	Line			•									
522 340 Front Royal Pike	Clarke County (Maint: 93)	1.79	18000	G	84%	1%	1%	1%	13%	0%	С	0.083	F	0.528	19000	G
	To:	US 340; SI	R 277 Doub	le Toll G	ate											

					VV	arren Maint	enand	е Агеа								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				റ്റ	K Factor	QK	Dir Factor	AAWDT	QW	Year
Warren County				From:		Dead	End									
(600)	1.00	40	R	_					i i	_	NA			NA		06/20/2002
\bigcirc				To:		93-0	504									
\bigcirc	1.00	60	R	From:		Dead	End				NΙΔ			NΙΔ		07/00/2004
601)	1.00	60	ĸ	To:		93-0	504				NA			NA		07/09/2002
				From:		93-6										
602	0.25	520	R								NA			NA		1999
				To: From:		0.25 ME	93-604	1		 						
602	0.45	30	R	To:		ъ .	Б.1			ı	NA			NA		06/20/200
				From:		Dead 93-6										
603)	2.90	470	R			93-0)4 /				NA			NA		06/17/200
				To:		93-0	43									
603)	2.30	2000	G	98%	1%		1%	0%	0%	С	0.102	F	0.545	2000	G	2004
				To:		93-0	38									
\bigcirc				From:		Dead	End									
604)	0.90	80	R								NA			NA		07/09/2002
	0.92	200	В	From:		93-0	500				NΙΛ			NΙΛ		1000
604) 604)	0.82	200	R							ı	NA			NA		1999
	0.34	770	G	From: 98%	0%	93-6	502 1%	0%	0%	F	0.105	F	0.556	780	G	2004
(604)	0.54	770	J	70 70	070			070	070	' I	0.103	•	0.550	700	J	2004
604)	1.59	980	G	From: 98%	0%	93-6	1%	0%	0%	С	0.089	F	0.560	1000	G	2004
004)				To:		US										
				From:		US	340									
605	1.70	260	R	To:			- 10			ī	NA			NA		06/20/2002
						93-6										
(606)	1.72	3300	F	From: 97%	1%	NCL Fro	nt Roya 1%	1%	0%	C	0.098	F	0.503	3300	F	2004
606	2		•	To:	170				070		0.000	•	0.000	0000	•	2001
606)	0.51	630	R	From:		1.72 MN	OF NC	.L			NA			NA		06/17/200
				To		2.23 MN	OF NC	L								
(606)	0.25	110	R	From:							NA			NA		1999
<u> </u>				To:		Dead	End									
\bigcirc	0.00	242		From:		US	340									00/00/000
(607)	0.60	310	R								NA			NA		06/20/200
	1.00	100	R	From:		0.60 ME	US 340	0			NA			NA		06/20/2002
(607)	1.00	100	K	To:		93-0	549			I	INA			INA		06/20/2002
				From:		93-0										
608	0.45	500	R								NA			NA		07/09/2002
\bigcirc				To:		93-0	519									
\bigcirc			_	From:		93-0	537									
609	0.40	210	R								NA			NA		1999
	0.77	220		From:		FR-	225			-	NΙΛ			NIA		06/40/202
609	0.77	330	R	-					-	ı	NA			NA		06/10/2002
<u></u>	0.27	330	R	From:		0.77 ME	FR-22:	5			NA			NA		1999
(609)	0.27	330	ĸ				10.6		1	Ī	INA			INA		1333
(600)	0.10	480	R	From:		93-7	36				NA			NA		06/10/2002
609	0.10			To:		93-0	527			L				13/5		30/10/2002
				-												

					VV	arren ivia	amtenand	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			$^{\circ}$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Warren County				From:		SR 4	55; 93-678		1							
610	0.20	490	R	_		BIC.	55, 75 070				NA			NA		06/24/2002
	2.15	80	R	To: From:		Ģ	93-616				NA			NA		06/24/2002
<u>(610)</u>	2.15	00	ĸ	To:		2 15 1	ME 93-616	5			INA			INA		00/24/2002
610	0.05	110	R	From:				,			NA			NA		1999
				To: From:			93-626 635 WEST									
611)	2.60	80	R	_		75 0	135 WEST				NA			NA		06/10/2002
	0.10	200	R	From:		93-6	535 EAST				NA			NA		06/10/2002
611)	0.10	200	IX.	To-		93-6	12; 93-840	1			INA			INA		00/10/2002
(611)	3.38	270	R	From:							NA			NA		06/17/2002
				To: From:			93-637 11; 93-840									
612	1.20	240	R	<u> </u>		75-0	11, 23-0-0	'			NA			NA		1999
	1.00			From:		1.20	ME 93-61	1			NIA			NIA		00/40/0000
612	1.00	60	R	To			93-842				NA			NA		06/10/2002
612	0.90	40	R	From:							NA			NA		06/10/2002
				To: From:			93-626									
613)	3.06	340	G	88%	1%	2%	31; 93-649 7%	1%	0%	F	0.120	F	0.585	340	G	2004
				From:			93-738									
613)	2.26	660	G	88% To:	1%	2%	7% 63-672	1%	0%	С	0.1	F	0.625	670	G	2004
	0.31	1300	G	From: 93%	0%		93-672	2%	1%	С	0.081	F	0.625	1400	G	2004
613)	0.51	1300		To:	070	US :	340 EAST		1 /0		0.001	'	0.023	1400		2004
613	0.96	440	R	From:		US 3	340 WEST				NA			NA		06/24/2002
				To: From:		GW N	atl For Bno	dy								
613)	4.69	230	R	_							NA			NA		06/24/2002
613	1.04	400	R	From:		4.70 1	MS of Bnd	у			NA			NA		07/09/2002
				From:		Ģ	93-608									
613)	0.49	130	R	To:		9	93-619				NA			NA		07/09/2002
				From:			26 SOUTH	I								
614)	1.30	30	R	To:		SR	55 WEST				NA			NA		06/24/2002
\bigcirc	0.70	440	_	From:			55 EAST				NIA			NIA		4000
614)	0.70	110	R	To:		93-62	26 NORTH	I			NA			NA		1999
\bigcirc				From:			19 SOUTH					_				
615	1.90	810	G	98% To:	0%	1%		0%	0%	С	0.106	F	0.523	820	G	2004
615)	0.10	40	R	From:		93-6	526 EAST				NA			NA		08/08/2002
				From:		93-6	26 WEST				***					
615	0.27	470	R	To		0.27	MNI 02 55		1	<u></u>	NA			NA		1988
615	0.43	45	R	From:		0.27	MN 93-620	0			NA			NA		06/24/2002
				To: From:		Ç	93-660									
615)	1.50	390	R	To		93-61	19 NORTH	I			NA			NA		1999
						75-01	., ., OK11	-		<u> </u>						

					VV	arren Maintenar	ice Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			ററ	K Factor	QK	Dir Factor	AAWDT	QW	Year
Warren County				From:		93-678									
616	0.70	120	R							NA			NA		06/24/2002
	0.90	90	R	From:		SR 55				NA			NA		06/24/2002
616	0.90	90	K	To		93-610				INA			INA		00/24/2002
				From:		93-618									
617)	1.70	230	R							NA			NA		06/24/2002
<u> </u>				To:		93-626									
\bigcirc	0.00	450	_	From:		Dead End									1000
618)	0.89	450	R	To:		93-619 WES	г			NA			NA		1999
				From:		93-619 EAST									
618)	0.50	500	R							NA			NA		06/24/2002
				To: From:		93-617									
618)	0.80	170	R							NA			NA		1999
				To:		93-615									
	2.09	4400	G	95%	1%	US 340	1%	0%	С	0.088	F	0.672	4500	G	2004
619	2.09	4400	G	95%	170	2% 1%	170	0%	·	0.000	г	0.673	4500	G	2004
(v)	0.08	4300	G	From: 96%	1%	93-677 1% 1%	1%	0%	F	0.085	F	0.626	4400	G	2004
619	0.00	4300	G	30 70	1 /0			070	'	0.005	'	0.020	4400	G	2004
(m)	2.22	3300	G	96%	1%	93-615 SOUT 1% 1%	<u>н</u> 1%	0%	С	0.086	F	0.655	3300	G	2004
619	2.22	3300	G	30 70	1 70		1 70	070	ı	0.000	'	0.000	3300	G	2004
	1.93	650	G	From: 96%	1%	93-673 1% 1%	1%	0%	F	0.11	F	0.535	660	G	2004
(619)	1.93	050	G	30 70	1 /0		1 /0	070	' 	0.11	'	0.555	000	G	2004
619 619	2.43	660	G	96%	1%	93-626 1% 1%	1%	0%	F	0.102	F	0.568	670	G	2004
(619)	2.43	000	G	To:	1 /0	93-678	1 /0	076	'	0.102	'	0.500	070	G	2004
				From:		Dead End									
620	0.60	220	R	-						NA			NA		06/13/2002
				To:		93-658									
				From:		93-660									
(621)	0.60	1100	R	т.,				-		NA			NA		1999
				To: From:		SR 55									
(622)	1.00	120	R	Prom.		93-634				NA			NA		06/20/2002
622	1.00	120		To		1.00 1.01 02.02		1		147 (14/1		00/20/2002
(000)	0.10	120	R	From:		1.00 MN 93-6	34			NA			NA		06/20/2002
(622)	0.10	.20	• • •	To:		Dead End; Gap Te	rminus						10.		00/20/2002
\bigcirc				From:		Dead End; Gap Ter									
(622)	0.39	100	R							NA			NA		06/20/2002
$\overline{\bigcirc}$			_	From:		0.39 ME OF Dead	l End								00/00/000
622	0.50	100	R							NA			NA		06/20/2002
	2.52	450	_	From:		0.89 ME OF Dead	l End								07/00/0000
622	0.50	150	R							NA			NA		07/09/2002
-	0.70	440	_	To: From:		93-649				NIA			NIA		4000
622	0.70	110	R					_		NA			NA		1999
	0.70	440	- D	To: From:		93-631				NI A			NIA		07/00/2022
622	2.79	140	R							NA			NA		07/09/2002
	0.06	150	В	From:		2.80 MN 93-63	31			NΙΛ			NIA		1000
622	0.36	150	R					_		NA			NA		1999
	0.06	240	R	From:		93-654				NA			NA		07/09/2002
622	0.06	240	ĸ	To:		93-674		1		INA			INA		01/09/2002
				1)J-U1 -									

						arren Ma	aintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Warren County				From:		D	ead End		1							
623	1.72	100	R								NA			NA		07/09/200
\bigcirc				To: From:		1.72 M	N Dead E	nd	-							
623	0.38	430	R								NA			NA		06/24/200
\bigcirc				To:		Ç	93-673									
\bigcirc				From:			Front Roy									
(624)	0.50	3800	G	96%	0%	1%	1%	1%	0%	С	0.092	F	0.578	3800	G	2004
				To: From:			93-647		j							
624)	0.40	3300	G	98%	0%	1%	1%	0%	0%	F	0.098	F	0.517	3400	G	2004
				From:			93-645									
624)	1.28	3100	G	98%	0%	1%	1%	0%	0%	С	0.097	F	0.517	3200	G	2004
				From:			93-643									
624)	1.80	1300	G	98%	0%	1%	1%	0%	0%	F	0.13	F	0.522	1300	G	2004
				From:		Ç	93-661									
624)	3.60	330	R	_							NA			NA		1999
				To:		Clarke	County Li	ne								
	2.25		_	From:		Ģ	93-637									00/40/00
625)	0.25	70	R	To:		D	1 F1				NA			NA		06/10/200
				From:			ead End									
	1.60	160	R	From:		9	93-619				NA			NA		08/08/200
626)	1.00	100	K	To		93-6	15 WEST				INA			INA		00/00/200
_				From:			515 EAST									
626)	1.80	1400	G	98%	0%	1%	1%	0%	0%	С	0.086	F	0.614	1400	G	2004
$\overline{}$				To: From:			55 WEST									
626	1.00	300	R			SK	55 EAST				NA			NA		07/09/200
626			••	To:			22.614									0.700,20
626	0.10	150	R	From:			93-614				NA			NA		1999
626)	0.10	.00	•••	To:			22.610				107			100		1000
600	0.50	20	R	From:			93-610				NA			NA		06/24/200
626)	0.50	20		To:		D	ead End		1		14/3			IVA		00/24/200
				From:		Dead End		minus								
626)	0.20	70	R								NA			NA		06/10/200
				From:		Ç	93-612									
626	0.70	160	R								NA			NA		06/10/200
<u> </u>				To:			93-637									
\bigcirc				From:			k County I									
627	0.79	1500	G	97%	0%	1%	1%	1%	0%	С	0.086	F	0.548	1500	G	2004
				From:			93-637									
627	3.48	1200	G	97%	0%	1%	1%	1%	0%	С	0.101	F	0.661	1200	G	2004
				To: From:			93-609									
627)	0.33	1800	G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.577	1800	G	2004
<u> </u>				To:			JS 522									
\bigcirc	0.80	<i>E</i> 0	ь	From:		Ţ	JS 340				NIA			NIA		07/00/20
628)	0.80	50	R								NA			NA		07/09/200
$\overline{}$	2.22	400		From:		93-62	29 SOUTH	I			A I A			NIA		07/00/00
628	0.30	100	R								NA			NA		07/09/200
			_	From:		93-62	29 NORTI	I								a= : :
628	1.10	70	R	т			22.612		 1		NA			NA		07/09/200
				To:			93-613									
	0.05	00	-	From:		D	ead End				NI A			NIA		06/04/000
629	0.65	80	R	To:		02.69	28 NORTH	1			NA			NA		06/24/200
				1		93-62	ONUKIT	1								

					VV	arren Mair										
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Warren County				From:		02 629	COLITU		1							
629)	1.00	170	R			93-028	SOUTH				NA			NA		1999
029				To		US	340									
\bigcirc			_	From:		Dea	d End									
(630)	1.85	470	R								NA			NA		06/24/2002
	0.40	470	R	From:		1.85 MN	Dead Er	nd			NΙΛ			NΙΔ		06/04/0000
630	0.40	470	ĸ	To:		93-	-613				NA			NA		06/24/2002
				From:			-622		ĺ							
631)	1.20	80	R								NA			NA		08/12/2002
$\overline{}$				To: From:			WEST									
631)	5.70	120	R			93-01	3 MID				NA			NA		06/20/2002
(031)				To:		02	-632									
631)	0.40	340	R	From:		93	-032				NA			NA		06/20/2002
<u></u>				To:		93.	-634									
631)	0.10	740	R	From:		,,,	051				NA			NA		1999
				To:		93-6131	E; 93-649)								
				From:		Dea	d End									
632)	0.40	40	R								NA			NA		06/20/2002
				To: From:		93	-633									
632	0.70	110	R	To:		02	-631				NA			NA		06/20/2002
				From:			d End									
633	0.40	30	R			Dea	a Ena				NA			NA		06/20/2002
(655)				To		93	-632									
				From:		93-	-631									
(634)	1.00	230	R								NA			NA		1999
				To: From:		93-	-622		ŀ							
(634)	1.20	110	R	_ —							NA			NA		06/20/2002
				To:			d End									
600	0.20	100	R	From:		Shenandoah	County	Line			NA			NA		06/10/2002
635)	0.20	100		т		02.511	XX TEXATE				INA			IVA		00/10/2002
635)	1.90	40	R	From:		93-611	WEST				NA			NA		06/10/2002
000				To:		93-61	1 EAST									
				From:		Dea	d End									
636)	1.00	40	R								NA			NA		06/17/2002
				To:			-638									
(a)	0.15	1300	R	From:		Dea	d End				NA			NA		06/10/2002
637	0.13	1300		To:		110	522				INA			14/5		00/10/2002
(627)	1.74	960	G	From: 97%	1%	1%	522 1%	1%	0%	С	0.092	F	0.512	970	G	2004
637				To:	.,,		-625	.,,			0.002	•	0.0.2	0.0		200.
637)	2.51	450	G	98%	0%	1%	0%	0%	0%	С	0.094	F	0.535	460	G	2004
001)				To:			-626									
637)	1.01	470	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.685	480	G	2004
				To:		93	-627									
637)	1.21	150	R	From:							NA			NA		1999
\bigcirc				To:		93-	-854									
637)	0.50	80	R								NA			NA		07/09/2002
$\overline{}$				To:		Frederick (
\bigcirc	4.00	070	_	From:	F	auquier Cour	nty Line;	30-638			A.I.C			N14		4000
638	1.20	370	R	To:		02	-636				NA			NA		1999
						73.	-050									

					vv	arremivia	linenanc	e Alca								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			$^{\circ}$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Warren County				From:		0	93-636		1							
638)	0.60	600	R	<u> </u>			3-030				NA			NA		07/09/200
_				To: From:		S	SR 55		}							
638	0.20	2400	R								NA			NA		1999
	3.28	1500	R	From:		F	R-283		-		NA			NA		1999
638	3.20	1300	K	To:		2.20.1	4N FR-283	,			INA			INA		1999
638)	5.49	760	R	From:		3.28 N	/IN FK-283)			NA			NA		06/17/200
				To: From:		9	3-688									
638)	1.70	1100	R								NA			NA		1999
	0.00	4000		From:	00/		93-603	00/	00/		0.400	_	0.700	1000		0004
638)	2.90	1600	G	98% To:	0%	1% Clarke Cou	0% nty Line; 2	0% 1-638	0%	С	0.103	F	0.730	1600	G	2004
				From:			c County L									
639	0.36	1100	R								NA			NA		1999
				To: From:			2 SOUTH 2 NORTH									
639	0.03	280	R								NA			NA		07/09/200
				To: From:		U	JS 522									
639	3.03	200	R								NA			NA		1999
639	0.05	410	R	From:		93-65	8 NORTH				NA			NA		06/13/200
039)				To-		93-65	8 SOUTH									
639	1.00	140	R	From:							NA			NA		06/13/200
<u> </u>				To: From:			3-624									
(640)	0.20	100	R	From:		9	3-735				NA			NA		06/10/200
040)				To:		Frederic	c County L	ine								
\bigcirc				From:		9	3-639									
(641)	0.10	900	R	To:		Frederic	k County L	ine	1		NA			NA		1999
				From:			ead End									
642)	1.00	30	R								NA			NA		07/09/200
<u> </u>				From:		1.00 M	W Dead Er	nd								
(642)	0.20	90	R	To:		Q	3-624				NA			NA		1999
				From:			3-624									
643	1.22	2100	G	98%	1%	1%	1%	0%	0%	С	0.096	F	0.533	2100	G	2004
				To:			93-603									
644)	0.40	50	R	From:		Clarke	County Lir	ne			NA			NA		06/13/200
<u> </u>				To:		9	3-624									
\bigcirc	0.00		_	From:		9	3-624									4000
645)	0.29	30	R	To:		De	ad End				NA			NA		1999
				From:			ead End		1							
646)	0.80	270	R		•			,			NA			NA		07/09/200
<u> </u>				To: From:			3-660									
647)	1.51	2000	R	rioili:		Š	SR 55				NA			NA		1999
				To: From:		9	93-603		1							
647)	1.57	1600	R								NA			NA		06/17/200
$\overline{}$				To		9	3-624									

					VV	an en iviai	Titeriant	e Alea								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle			\cap C	K Factor	QK	Dir Factor	AAWDT	QW	Year
Warren County				From:		De	ad End		1							
648)	0.22	60	R	<u> </u>		De	ad Liid				NA			NA		06/20/2002
				To:		93	3-674									
				From:		93-61	3; 93-631									
649	1.73	980	G	98%	0%	0%	1%	0%	0%	F	0.088	F	0.76	1000	G	2004
				To: From:		93	3-622									
(649)	2.52	1500	G	98%	0%	0%	1%	0%	0%	F	0.072	F	0.578	1500	G	2004
(649) (649)				To- From:		93	3-605									
(649)	2.20	1800	G	98%	0%	0%	1%	0%	0%	С	0.088	F	0.769	1900	G	2004
				From:		93	3-650									
649	0.60	2200	G	98%	0%	0%	1%	0%	0%	F	0.084	F	0.677	2200	G	2004
				To: From:		93	3-1010									
649)	0.19	2500	G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.701	2500	G	2004
				To		93	3-745									
649	0.19	2800	G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.721	2800	G	2004
0.0				To:			S 340									
				From:		93	3-649									
650	0.06	40	R						•		NA			NA		06/20/2002
				To: From:		93	3-740									
650	0.50	30	R	Prolii.							NA			NA		06/20/2002
				To:		U:	S 340									
				From:		63	3-656									
652	0.18	50	R								NA			NA		06/17/2002
$\overline{}$				To:		93	3-656									
				From:		93	3-622									
654	0.17	40	R								NA			NA		1999
				To:			3-737									
	4.00	0000	_	From:		Dea	ad End				N10			NIA		00/00/000
655)	1.00	3300	R	To:		110 500	2; FR 730	1			NA			NA		08/08/2002
				From:												
(0.50)	1.00	80	R	Prom.		SCL F	ront Roya	1			NA			NA		1999
656	1.00	00	IX.	To:		ECL F	ront Roya	1			INA			INA		1999
				From:			ad End									
(657)	0.07	40	R	<u> </u>		DC	ad Liid				NA			NA		06/17/2002
001)				To:		93	3-638									
				From:		U	S 522									
658	3.00	920	G	98%	0%	1%	0%	1%	0%	С	0.089	F	0.519	930	G	2004
$\overline{}$				To:		93	3-661									
658	1.60	360	G	96%	0%	2%	1%	1%	0%	С	0.093	F	0.543	360	G	2004
				To:		93-63	9 WEST									
$\overline{}$	4.05	000	_	From:	001		39 EAST	401	001	_	0.400	_	0.501	000	_	0004
658)	1.05	360	G	96% To:	0%	2%	1%	1%	0%	F	0.108	F	0.521	360	G	2004
							County Li	ne								
G-50	0.50	90	R	From:		93	3-603				NA			NA		06/17/2002
659	0.50	90	ĸ	To:		Des	ad End				INA			INA		00/17/2002
				From:			3-615									
(660)	0.30	650	R	Щ.		9:)-UIJ				NA			NA		06/24/2002
660	0.50	300		To		93-626	6 SOUTH	[14/1			14/3		35, Z-1, Z002
				From:		93-614; 93										
660	1.50	600	R						_		NA			NA		1999
$\overline{}$				To: From:		93	3-621									
(660)	0.68	70	R	riom:							NA			NA		06/24/2002
				To:		Dea	ad End									
·	-			-												

						arron man	itoriario	,								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ıck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Warren County				From:		93	-624									
661)	1.23	1500	G	98%	1%	1%	0%	0%	0%	F	0.097	F	0.681	1500	G	2004
661)	2.10	1800	G	From: 98%	1%	93 1%	-658 0%	0%	0%	С	0.112	F	0.539	1800	G	2004
				To:			5 522									
				From:		Frederick	County I	ine								
662	0.33	170	R	To		Dao	ıd End				NA			NA		06/10/2002
				From:			n Loop									
663	0.32	120	R			Degi	п соор				NA			NA		08/08/200
				To:		End	Loop									
663	0.08	370	R	From:			2006				NA			NA		1999
<u> </u>				To:		93	-745									
\bigcirc			_	From:		Dea	d End									20/21/202
664)	0.21	110	R	To:		CI	R 55				NA			NA		06/24/2002
				From:				r. Lina	1							
665)	0.07	950	R			Rappahannoo	ck Count	y Line			NA			NA		1999
000)				To		US	5 522									
				From:		93	-626		J							
667)	0.30	70	R	To:							NA			NA		06/24/2002
				From:			d End									
(600)	0.20	90	R	From:		Dea	d End				NA			NA		06/24/2002
668	0.20		• • • • • • • • • • • • • • • • • • • •	To:		SF	R 55									00/2 1/2001
				From:		US	340									
669	0.30	90	R								NA			NA		06/24/2002
				To:		Dea	d End									
\bigcirc	0.00	400	_	From:		Dea	d End				NIA			NA		06/20/200
670	0.60	100	R	To:		93	-737		1		NA			. N/A		06/20/2002
				From:			d End		1							
(671)	0.92	240	R	<u> </u>		Dea	id Elid			NA			NA		06/20/2002	
\bigcirc				To:		93	-604									
\bigcirc			_	From:		Dea	d End			N. A.						
672)	0.10	80	R	To:		03	-613				NA			NA		06/24/2002
				From:			d End									
673)	1.13	360	R			Dea	ia Elia				NA			NA		06/24/2002
0.0				To		93	-623									
673)	0.70	1100	R	From:							NA			NA		1999
				To:		93	-619									
\bigcirc				From:		US	340									
674)	0.48	100	R								NA			NA		06/20/2002
	0.47	200		From:		93	-622				NIA			NIA		4000
674)	0.17	280	R	To:		93	-737				NA			NA		1999
				From:			5 522		1							
675)	0.58	80	R			35					NA			NA		06/13/2002
$\overline{\bigcirc}$				To:			de-Sac									
				From:		93	-677									
676)	0.30	100	R	To:		Г.	A D- 4				NA			NA		1999
P -1				From:			d End									
677)	2.17	150	R	. 10111.		93	-619				NA			NA		06/24/2002
<u> </u>				To:		93	-679									
																_

					VV	arren Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Warren County				From:										
678)	1.77	1600	G	96%	0%	Shenandoah County Line 2% 1% 1%	0%	С	0.089	F	0.607	1700	G	2004
6,9				To		SR 55; 93-610								
\sim				From:		93-619 WEST								
679	1.32	170	R						NA			NA		1999
	0.70	500		From:		93-619 EAST			NIA			NIA		07/00/0000
679	0.70	590	R	To:		93-677			NA			NA		07/09/2002
				From:		93-619 WEST	1							
(680)	0.31	30	R)3 01) WEST			NA			NA		06/24/2002
				To:		93-619 EAST								
\bigcirc				From:		WCL Front Royal								
681	0.24	260	R	To		Dead End			NA			NA		06/20/2002
				From:		Dead End Dead End								
682	0.10	40	R			Dead End			NA			NA		1999
002				To:		93-1111								
682	0.06	100	R	From:		93-1111			NA			NA		06/24/2002
002				To:		93-1110	- 1							
682	0.27	300	R	From:		, s 1110			NA			NA		1999
				To:		SR 55								
683)				From:		93-661								
	1.48	210	R	To:		02.659			NA			NA		06/17/2002
				From:		93-658								
684)	0.09	30	R	rioin.		Dead End			NA			NA		1999
(004)	0.00		• • •	To		93-686								
(684)	0.06	50	R	From:		93-080			NA			NA		06/24/2002
00-7				To:		93-613								
				From:		93-638								
(685)	0.24	20	R						NA			NA		1999
<u> </u>				To:		Dead End								
(686)	0.05	20	R	From:		Dead End			NA			NA		06/24/2002
(000)	0.00	20		To:		93-684			1471			147.		00/2-1/2002
				From:		Cul-de-Sac								
(687)	0.27	30	R						NA			NA		1999
				To:		93-638								
	0.20	420	ь.	From:		93-638			NΙΛ			NΙΔ		1000
688	0.20	420	R	To:		Dead End			NA			NA		1999
				From:		93-624	1							
689	0.28	130	R			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			NA			NA		06/17/2002
				To		Dead End								
\bigcirc				From:		SR-00055(B)/								
690	0.24	NA		To:		D1F-1			NA			NA		
				From:		Dead End								
700	0.36	110	R			Dead End			NA			NA		06/24/2002
				To:		93-677								
				From:		Dead End			-					
701)	0.40	180	R						NA			NA		06/24/2002
				To:		93-619								
	0.61	580	R	From:		Cul-de-Sac			NA			NA		06/13/2002
702	1 0.0	300	ĸ	To:		93-661			INA			INA		00/13/2002

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Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail		QK Dir Factor	AAWDT QV	V Year
Warren County				From:		i -			
(702)	0.08	30	R	Pioni.	Dead End	NA NA		NA	06/13/2002
(703)	0.00			To:	93-661	1		10.	00/10/2002
				From:	SR 55				
(704)	0.20	100	R			NA		NA	1999
				To:	Dead End				
	0.20	450	R	From:	93-678] NA		NA	1000
710	0.39	450	ĸ	To:	Dead End	NA 1		INA	1999
				From:	Dead End	I			
725)	2.11	NA				NA		NA	
				To:	US-00340(B)/				
				From:	Dead End				
730	0.25	430	R	To:	02.612	NA 1		NA	1999
				From:	93-613				
(725)	1.00	50	R	Piolii.	Dead End	I NA		NA	06/10/2002
735)	1.00		••	To:	02.640	1		10.	00/10/2002
(725)	0.40	60	R	From:	93-640	NA		NA	07/09/2002
735	00			To:	Frederick County Line]			01/00/2002
				From:	93-609	<u>-</u>			
736	0.20	10	R			NA		NA	06/10/2002
				To:	93-627				
\bigcirc			_	From:	93-654				
737)	0.05	60	R			NA		NA	1999
				To: From:	93-674				
737)	0.02	0.02 380	R			NA		NA	06/20/2002
				From:	US 340	<u> </u>			
737)	0.40	150	R	To:	Dead End	NA 1		NA	1999
				From:		<u> </u>			
(738)	0.30	30	R	110.11.	93-613	NA NA		NA	08/08/2002
(730)				To:	Dead End]			00/00/=00=
				From:	93-660				
(739)	0.22	90	R			NA		NA	06/24/2002
				To:	Dead End				
\bigcirc	0.10	440	ь	From:	93-649	J NA		NΙΔ	1000
745	0.18	410	R	To:	Dead End	NA 1		NA	1999
				From:	US 522	1			
(802)	0.16	940	R		03 322	I NA		NA	06/13/2002
002				To	93-639 SOUTH	1			00/10/200
(802)	0.08	250	R	From:	75-037 SOUTH	I NA		NA	1999
802				To	93-639 NORTH	1			
802	0.20	70	R	From:	93-039 NORTH	NA		NA	06/10/2002
002)				To:	Dead End]			
				From:	93-624	j			
810	0.23	80	R			NA		NA	1999
				To: From:	93-811				
810	0.34	60	R			NA		NA	1999
$\underline{\underline{\hspace{1cm}}}$				To:	93-639	<u></u> _			
\bigcirc				From:	Cul-de-Sac				
811)	0.11	30	R	To	93-810	NA 1		NA	1999
-					93-810				

					Warren Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC	QK Dir Factor	AAWDT C	QW Year
Warren County				From:	Frederick County Line	1			
(840)	1.00	560	R		Troubles County Line	NA		NA	06/17/2002
				To	93-611; 93-612				
\bigcirc	0.20	40	_	From:	Dead End	NIA		NΙΔ	1004
842	0.20	40	R			NA		NA	1994
(a)	1.25	40	R	From:	93-612	NA		NA	06/10/2002
842	1.20	-10		To:	1.25 MM 02.712	1		14/1	00/10/2002
842	0.05	40	R	From:	1.25 MN 93-612	NA		NA	06/10/2002
042				To:	93-611 WEST				
	1.22	170	R	From:	93-611 EAST	NA NA		NA	06/10/2002
842	1.22	170	IX	To:	Frederick County Line			INA	00/10/2002
				From:	93-637				
(854)	0.25	120	R			NA		NA	06/10/2002
$\overline{}$				To:	Frederick County Line				
Frederick County				From:	F 1:10 I:	Ī			
(854)	0.21	30	R	110111.	Frederick County Line	NA NA		NA	1999
0004)	•			То:	Dead End				
Warren County									
	0.00	00	_	From:	Cul-de-Sac) NA		NIA	4000
(1010)	0.20	80	R	To:	93-649	NA I		NA	1999
				From:	93-661				
(1013)	1.02	290	R	<u>L</u>	75 001	NA		NA	1999
\bigcup				To:	93-1014				
				From:	93-1013				
(1014)	0.20	50	R	To:	Cal de Car	NA I		NA	1999
				From:	Cul-de-Sac				
1015)	0.17	40	R	rioni.	93-658	NA NA		NA	1999
(1013)				To:	Cul-de-Sac				
				From:	Dead End				
(1110)	0.09	40	R			NA		NA	06/24/2002
				To:	93-682				
(1111)	0.08	30	R	From:	Dead End	NA		NA	1999
	0.00	00		To:	93-682]		14/1	1000
				From:	93-1125				
(1120)	0.29	1100	R			NA		NA	1999
<u> </u>				To:	WCL Front Royal				
	0.44	400	_	From:	93-1120	NIA.		NIA	1000
1121	0.11	120	R	To:	Cul-de-Sac	NA I		NA	1999
				From:	Cul-de-Sac				
1122	0.15	120	R		our de Bue	NA		NA	1999
$\overline{}$				To:	93-1120				
		, <u>-</u> -	_	From:	93-1120				
(1123)	0.07	170	R	To	Cul-de-Sac	NA I		NA	1999
				From:	93-1123	<u> </u>			
(1124)	0.06	80	R	<u> </u>	73-1123	NA NA		NA	1999
				To:	Cul-de-Sac				
				From:	Cul-de-Sac				
(1125)	0.22	110	R		~	NA		NA	1999
				To:	Cul-de-Sac				

					VV	arren Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Warren County				P		~	-							
(1426)	0.11	100	R	From:		Cul-de-Sac			NA			NA		1999
(1126)	0.11			To		93-1125			107					1000
Town of Front Roval														
2 Criser Rd	0.51	2200	G	99%	0%	Luray Ave 1% 0% 0%	0%	С	0.089	F	0.525	2400	G	2004
(2) Criser Rd	0.51	2200	G	33 /0	070		070	C	0.003	•	0.323	2400	G	2004
2 Criser Rd	0.71	3900	G	From: 99%	0%	South Royal Ave 1% 0% 0%	0%	F	0.103	F	0.698	4200	G	2004
(2) Criser Rd				To:		Chester Gap Rd								
				From:		WCL Front Royal								
(4001) Luray Ave	0.45	910	G	98%	0%	1% 0% 1%	0%	F	0.101	F	0.605	990	G	2004
^	0.04	4 400		From:	00/	Stonewall Dr	00/		0.400		0.574	4500		0004
(4001) Luray Ave	0.21	1400	G	98% To:	0%	1% 0% 1% W Main St	0%	С	0.100	F	0.571	1500	G	2004
				From:		Luray Ave								
4002 Stonewall Dr	0.25	510	G	99%	0%	1% 0% 0%	0%	F	0.099	F	0.685	550	G	2004
(112)				To: From:		US 340 South Royal Ave								
(4002) Stonewall Dr	0.42	2900	G	99%	0%	US 522 Commerce Ave 1% 0% 0%	0%	С	0.095	F	0.647	3100	G	2004
(4002) Stonewall Dr				To:		Charles St								
				From:		Kerfoot Ave								
(4004) West Main St	0.64	1500	G	98%	0%	0% 1% 1%	0%	С	0.094	F	0.616	1700	G	2004
<u> </u>				From:		Luray Ave								
West Main St	0.07	2500	G	98%	0%	0% 1% 1%	0%	F	0.088	F	0.661	2700	G	2004
Foot Main St	0.25	2600		From:	10/	North Royal Ave	00/		0.000	F	0.514	2000		2004
East Main St	0.25	3600	G	97%	1%	1% 0% 1%	0%	С	0.088	Г	0.514	3900	G	2004
4004) East Main St	0.13	3100	G	From: 98%	0%	Blue Ridge Ave 0% 1% 1%	0%	F	0.089	F	0.541	3400	G	2004
East Main St	0.10	0.00		To:	070	Commerce Ave	070	•	0.000	•	0.0 11	0.100		2001
				From:		Commerce Ave								
(4005) Happy Creek Rd	0.85	2400	G	99%	0%	0% 0% 0%	0%	С	0.098	F	0.563	2700	G	2004
				To: From:		6Th St								
4006 Kendrick Lane	0.19	8100	G	99%	0%	Shenandoah Ave 1% 0% 0%	0%	С	0.088	F	0.511	8800	G	2004
(4006) Kendrick Lane	00			To:	0,0	6Th St	0,0		0.000	•	0.0			
4006) 6th Street	0.44	7500	_	From:	40/	Kendrick Ln	00/	_	0.000	_	0.504	0000	0	2004
(4006) 6th Street	0.11	7500	G	96%	1%	1% 1% 1%	0%	F	0.083	F	0.501	8200	G	2004
4006) 6th Street	0.14	5600	G	From: 96%	1%	US 340 North Royal Ave 1% 1% 1%	0%	F	0.085	F	0.507	6100	G	2004
6th Street	0.14	3000	•	JO 70	170			'	0.003	•	0.507	0100	0	2004
4006) 6th Street	0.62	6500	G	From: 97%	0%	Commerce Ave 1% 1% 1%	0%	С	0.092	F	0.516	7000	G	2004
(4006) 6th Street				To:		Happy Creek Rd								
(4006) Happy Creek Rd	2.19	5400	F	96%	1%	6Th St 1% 1% 1%	0%	С	0.099	F	0.527	5900	F	2004
(4006) Happy Creek Rd	2.19	3400	•	To:	1 70	ECL Front Royal	078	C	0.033	•	0.327	3900	ı	2004
				From:		Kendrick Lane								
Shenandoah Ave	0.50	6300	G	97%	0%	1% 0% 2%	0%	С	0.087	F	0.519	6800	G	2004
····				To:		14Th St								
11th Street		860	G	From:		Virginia Ave			0.094	F		860	G	2004
i iui olieel		000	G	To		North Royal Ave			0.094	۲		OUU	G	∠∪∪4
				From:		Jefferson Avenue	ĺ							
13th Street		540	G						0.094	F	0.519	540	G	2004
				To:		Monroe Avenue								
lamastaur Dand		1200	_	From:		Accomac Road			0.000	_	0.500	4200		2004
Jamestown Road		1300	G	To:		Charles Street	<u></u>		0.089	F	0.562	1300	G	2004
						Charles Blicet								

Route Town of Front Royal	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Kendrick Lane		3300	G	From:		Massanutten Avenue Shenandoah Avenue		0.090	F	0.563	3300	G	2004
Washington Avenue		330	G	From:		Happy Creek Road 6th Street		0.12	F	0.563	330	G	2004